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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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With which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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[a1472]

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In Bags 250 lbs. net
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WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
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12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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TELEGRAPHIC ADDRESS "COMFORT,"
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Hongkong, 1st September, 1910. [a542]

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. YATES,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

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THE Hotel is under European manage-
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All comforts of a home.
A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tai) daily to
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[a215] THE MANAGER

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Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.
Every information and special attention given
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REASONABLE RATES.
WM. FARMER
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(25)

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 54. Telephone No. 12.

BIRTH.

On the 27th instant, at Hongkong, to the wife of Mr. G. H. King, Imperial Chinese Customs, Lappa, a daughter. [1331]

HONGKONG OFFICE: 10A, DES VUEZ ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 30TH, 1910.

Our contemporary in Peking, which is said to have a semi-official status, has, we note, been at pains to explain "Why China cannot be thrown open to the world." A lengthy article on this subject was suggested by a proposal made "in some quarters" that China, in return for the generous help of England, in her crusade against opium, should throw open the whole Empire to foreign trade. The purport of the whole discourse is that extra-territoriality renders such a step extremely inadvisable, and that it can only be taken if extra-territorial jurisdiction is surrendered at the same time. This is what our contemporary has to say regarding the "evil" of extra-territorial jurisdiction.

Through the adverse fortune of a series of armed conflicts with foreign countries and the application of the mischievous "most favored nation" clause in our treaties, there has been forced upon us the right of foreign governments in exercising extrajurisdiction over their own subjects in China. Extrajurisdiction involves the surrender of a part of our sovereign rights in favor of foreign countries, and every right of foreigners concerning their property or person is taken away from our jurisdiction. It is a condition so humiliating that no self-respecting country could tolerate it for any length of time without attempting to rid itself of this anomaly.

Our contemporary briefly describes the Treaty Ports where foreigners have been granted settlements, over which "China has not full control," because foreign law courts exercise jurisdiction and foreign authorities levy taxes from foreign and Chinese residents alike. Then there are the railways built with capital borrowed from foreign sources. These are described as having served as "opening wedges for the extension of foreign influence right into the very heart of China." Particular reference is made in this connection to the railways in Manchuria where "railway zones and railway guards and what not, have contrived to substitute foreign authority for that of the Chinese." Taking a more general survey of the part the railway is playing in the extension of foreign influence, it is remarked that if a traveller should want to go to Tsinanfu in Shangtung via Hankow, Tientsin and Tsingtao, he needs to be a linguist if he would avoid inconvenience or annoyance both to himself and his fellow-passengers. The little matter of smoking on the trains is taken as an illustration. From Hankow to Peking the warning is in French (*Defense de fumer*), from Peking to Tientsin it is in English ("No smoking"), while from Tientsin to Tsinanfu it is in German (*Nicht rauchen*). This is all very interesting, but it does not necessarily mean that a Chinese traveller might all unconsciously cause annoyance to his fellow-passengers in a "non-smoker," for we have no doubt that the warning appears in Chinese characters as well. The purport of the argument would have been too noticeable if our contemporary had stopped to mention this. Next, the writer points out that "there are as many systems of laws administered by the Consular Courts as there are nations represented," so that an offence which may be punished with severity in one Court would be so slightly regarded in another Court that the offender would entirely escape punishment, cases in point being mentioned. In view of all this, and much else, our contemporary concludes that "unless extrajurisdiction should be abolished unconditionally it is safe to assume that China will not do anything which tends to substitute for one system many systems of laws, and to invite the interference of a multitude of foreign governments in her internal administration of justice, which involves the surrendering of part of her sovereignty." That is a matter for China to decide, but the abolition of extra-territoriality is not to be secured merely for the opening of the whole of China to foreign trade. The Powers will be just as ready to surrender their extra-territorial rights in China, as they were in Japan, when the conditions on which alone it can safely be done are fulfilled. Those conditions are tersely set forth in Article XII of the Mackay Treaty which reads as follows:—"China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations, Great Britain agrees to give every assistance to such reform, and she will also be prepared to relinquish her extra-territorial rights when she is satisfied that the state of the Chinese laws, the arrangements for their administration and other considerations warrant her in so doing." The laws and judicial arrangements of China at the present time are in such a state as to postpone the surrender of extra-territoriality to the Greek Kalends. If China wishes to bring the question of the abolition of extra-territoriality within the pale of practical politics within the next fifty years, she can only achieve that result, it seems to us, by availing herself much more freely than she is doing at the present time of competent foreign help in putting her house in order, as Japan did in similar circumstances, for more than a quarter of a century.

The export of bean cake from Manchuria to Japan during the month of October last totalled 635,540 pieces, against 425,000 pieces in the corresponding month of last year. 580,000 pieces, that is, more than 90 per cent. of the above total, were shipped from Newchwang.

The return of visitors to the City Hall Library and Museum for the week ending the 27th November shows that of non-Chinese there were 324 to the Library and 225 to the Museum, and of Chinese 166 to the former and 2,617 to the latter. The Library was, therefore, used by 490 persons and the Museum by 2,842.

We note in a Colombo contemporary that Mr. A. F. Churchill, Chief Assistant Engineer of the Colombo Drainage Works, was to leave for Hongkong to take up his new appointment as Assistant Director of Public Works on the 26th instant. He was to bid good-bye to the field staff and subordinate officers of the Drainage Works on the 12th, when an address and group photograph were to be presented to him.

A coxswain of a Chinese launch was at the Magistrate's yesterday fined \$25 for not exhibiting a green light in the southern fairway.

Two junk masters were yesterday at the Magistrate's fined \$10 each for crossing the firing range while the Artillery were engaged in big gun practice from Devil's Peak.

General Chaffee, who led the American force in the march to Peking at the time of the Boxer outbreak, has retired from the service and has become the executive head of an aqueduct undertaking on which the city of Los Angeles is spending twenty-eight millions dollars.

It is not very difficult to recognise, after a visit has been paid to the Magistrate, what a menace to the public health is constituted by the motley crowds which throng the place particularly on days fixed for hearing summonses. People in all sorts of condition are found there. Yesterday a leper was in the midst of the crowd, and nobody seemed to feel responsible for his presence or his absence.

Chinese students in Columbia University and other institutions of higher education in New York city have undertaken to establish an academy in Chinatown in which the Chinese collegians will lecture and conduct classes on subjects calculated to improve the social condition of the Chinese living there. They will, for instance, give courses in American government and principles of good citizenship. All the expenses of the academy are to be paid by the collegians and instruction will be free.

The case in which 2,000 tools of opium had been found at 278, Queen's Road Central, removed from last week, came before Mr. E. R. Hallifax at the Magistrate's yesterday. Mr. Shenton, who appeared for the defence, stated that the stuff had been analysed and was found to contain only three per cent. of opium. On hearing this Mr. Hoggarth agreed to withdraw the charge on condition that the defendant hired a launch and dumped the stuff outside the harbour limits. This was agreed to.

Dr. John F. Goucher, a prominent educationalist in the United States, has been paying a visit to Peking. He is the founder, and for many years, the President of Goucher College (formerly the Woman's College), Baltimore, one of the leading colleges for women in America. Two years ago he resigned, but was immediately elected President *emeritus*. Dr. Goucher is a member of the Continuation Committee of the World Missionary Conference, and chairman of the American section of the Committee on Education of that body. This section has to do primarily with educational missions in the Far East and the Near East, and in his capacity as Chairman Dr. Goucher will interest himself on his journey around the world in all matters pertaining to Christian education in China, Japan, and Korea.

SHAMEN NEWS.

[FROM OUR OWN CORRESPONDENT.]

November 28th.

UNIQUE SALVAGE CLAIM.
Some time back the steamship *Nord* arrived at Canton with a large consignment of case oil on board. The vessel was moored off the Hamburg-America Line's wharf, the building being practically opposite Shamoen. A fire broke out in the forecastle, and at one period assumed most alarming proportions. Thanks to the timely aid rendered by the employees of the Standard Oil Company's installation, the outbreak was soon overcome. The sequel to the fire is a claim for salvage amounting to some twenty-five thousand dollars. The claimant is in no way connected with the Oil Company's concern. The case is to be settled by arbitration, and as the claim is considered to be almost unique in the annals of marine insurance, the final award should make interesting reading.

ARRIVALS FROM HOME.

Mr. C. Albrecht has returned from the Homeland, and resumes charge of Messrs. Melchers & Co.'s house. Mr. Menner has returned to Canton after a long holiday at Home, and is accompanied by his bride. The wedding took place at Nice earlier in the year.

CONSULAR AND CUSTOMS NEWS.

Mr. Consul-General Jamieson, C.M.G., is again in charge of the Consulate, having just returned to Canton after a brief visit to Shanghai. Mr. Commissioner Olsen has resumed charge of the Customs after a holiday up North. Mr. C. B. W. Moore has joined the Canton office of the I.M.C., having been transferred from Newchwang.

NAVAL NEWS.
The British river gunboat *Sandpiper* is in the harbour.

HISTORICAL.

It may be of interest to recall the fact that just fifty-four years ago to-day the foreign factories at Canton were all burnt down.

THE CANTON-KOWLOON RAILWAY.

OPENING OF PART OF THE CHINESE SECTION.

It will be seen from a time-table advertised in another column that the first section of the Canton-Kowloon railway at the Canton end is to be opened to traffic on Tuesday next, December 6th. The section is from Canton to Siu Tsan, a distance of 29 miles, and there are seven intermediate stations.

RAILWAY ENTERPRISE.

Yesterday a small matchbox was erected on the Tsimshui Street wharf of the Kowloon Ferry Company, where from yesterday third class tickets to any place on the British section of the Kowloon-Canton Railway can be obtained at the same price as at the booking office in Kowloon. By arrangement with the Ferry Company the ferry fare is included in the railway ticket.

TELEGRAMS.

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REVOLT OF SOLDIERS AND SAILORS AT MACAO.

MACAO, November 29th.

4.50 p.m.

A revolt occurred here to-day among the men of the garrison and the marines who demand the immediate execution of the decree for the expulsion of the religious orders from the Colony.

All is now quiet again.

[We understand that there is much uneasiness at Macao, and that for some days past trouble has been anticipated with the troops. To-day is pay-day and the troops, who have been informed, are expecting to receive increased pay. Should this expectation be disappointed—as the state of the Government treasury suggests that it may be—something in the nature of a revolt has been feared. Private telegrams received in the Colony last night go to show that children were being removed from the convents to private houses for safety. We understand that Chinese gamblers fitted with wireless telegraphy have been stationed in the vicinity of Macao on the lookout for trouble. There is no British garrison at Macao at the present time we believe; but as there are two English Sisters and several British children in the Convents at Macao, as well as other British residents, and no British consular agent, it seems desirable in view of the nature of the reports reaching Hongkong that the British Navy should not be unrepresented there.]

JAPANESE EXPEDITION TO THE SOUTH POLE.

Tokyo, November 29th.

The South Pole expedition under Lieut Shirase of the Imperial Navy, left to-day.

Prior to their departure the lieutenant and his men marched to the imperial palace and bowed their farewell before the gates.

Court Okuma made a final speech to them from the water front, and the expedition left amid cheers.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

POLITICAL DEMONSTRATION AT BELFAST.

PREPARING FOR CIVIL WAR.

LONDON, November 29th.

A great demonstration has been held at Belfast. Upwards of twenty thousand people were unable to secure seats in Ulster Hall where the speeches were delivered.

The speakers threatened stern measures in the event of Home Rule being granted to Ireland, Lord Londonderry declaring that the Government must be held responsible if bloodshed followed.

At a meeting of the Ulster Council it was resolved to establish a fund for the purpose of enrolling regiments and to purchase arms.

Subscriptions amounting to £10,000 have already been promised.

PARLIAMENT PROROGUED.

NEW PARLIAMENT TO MEET TWO MONTHS HENCE.

LONDON, November 29th.

His Majesty the King arrived in London yesterday and held a Privy Council meeting to transact business preparatory to the dissolution of Parliament.

The Lord Commissioners in the afternoon prorogued Parliament, and afterwards a proclamation was issued dissolving the old and summoning a new Parliament for the 31st January. On delivery of the proclamation at the Crown Office the election writs were immediately sent out.

JOHN GRANT BEFORE THE MAGISTRATE.

The hearing of the charges of forging and uttering cheques, preferred against John Grant, was commenced yesterday afternoon before Mr. E. R. Hallifax at the Magistrate's. Mr. H. L. Dennis appeared to prosecute. Defendant was not legally represented.

Mr. Dennis outlined the charges against defendant, who, he explained, was charged under Ordinance 5 of 1865 with being in possession of property which had been stolen outside the Colony. The charge was simply being in possession of a cheque, purporting to be a cheque on the Chartered Bank, of India, Australia and China, which was the property of Mr. Kenrick Roberts, assistant engineer employed on the Kowloon-Canton Railway at Lowu in Chinese territory. In order to make the charges clear, it was necessary to give a short history of the defendant from the 23rd October until the date of his arrest, 15th November. He would be able to show his Worship that on the 23rd October defendant passed himself off as a person named Gordon Smith Grant at 12, Hollywood Road. On the 30th October at the Vienna Cafe he signed cheques and passed himself off as Gordon Smith Grant, Public Works Department, Kowloon-Canton Railway. In respect of the latter no charge was yet formulated, but one might be formulated before the proceedings were finished. On the 30th October, in respect of which there was a specific charge, he forged a cheque, signing it in the name of Gordon Smith Grant, and on November 2nd he appeared at Lowu and stated to Mr. Kenrick Roberts that his name was Smith. Eight days later, on the 10th November, he told Mr. Roberts that his name was Donald F. Smith, and gave his address as Railway Surveyor, Siamese Government, Bangkok. On the 11th November he appeared at the Imperial Hotel in Hongkong and represented himself as E. Roberts, Chinese Section, Kowloon-Canton Railway, Lowu. At midnight that day defendant appeared at 53, Hollywood Road and gave his name as Kenrick Roberts, Chinese Section Canton-Kowloon Railway, Lowu. On the 14th November he returned to the Imperial Hotel at 3 a.m. and signed cheques as E. Roberts, Lowu. His Worship would see that between 28th October and 15th November defendant passed under three different names. He had given his name in Court as John Grant. He would call a witness to say that when he called himself E. Roberts he asked what the "E." stood for. He appeared to have been under the misapprehension that Mr. Roberts' Christian name was Enrick. He replied that "E." stood for Enrick, and when she suggested that he meant Enrick he said, "No, there is no 'H' in it." He also stated on that occasion that his address was Chinese Section, Canton-Kowloon Railway, Lowu. His Worship would have very little doubt that when defendant gave the cheque in the name of E. Roberts on the Chartered Bank he did so with the intention of leading people to suppose that it was signed by Mr. Kenrick Roberts. With reference to the charge of stealing a cheque, the speaker said he would shew his Worship that Mr. Kenrick Roberts had a cheque book and an account with the Chartered Bank, that on the 10th November that cheque book was on his desk at Lowu, and that defendant was there with him. Out of that cheque book had been taken a cheque numbered 724,669, which was the identical cheque forged by the defendant on the 13th November and given at 53, Hollywood Road. The first witness, he would call was Mr. Roberts, who would tell his Worship that on the 2nd November he met defendant some distance from Lowu walking in the direction of Canton. They spoke to each other. Defendant inquired as to how far it was to a certain place, and when Mr. Roberts informed him, defendant asked, "Is Fraser still there?" Mr. Roberts told him that Fraser had left. Then defendant wished to know how far it was to Mr. Stratton's house. He was told that it was three and a half miles, and then he asked if there was any place where he could stop. Mr. Roberts, who was led to believe that defendant was acquainted with Fraser, told defendant that he could probably stay at Fraser's house, which was in charge of a Chinese assistant. Mr. Roberts wrote a note to the assistant and asked defendant what name he should write in the note. Defendant said his name was Smith. They parted then. Eight days later, when Mr. Roberts was in his office in the morning, he saw defendant approach on horseback, riding a horse which belonged to Mr. Stratton. He understood defendant was going to Hongkong by the one o'clock train, and he asked him to stay to tiffin and go back by the five o'clock train. Defendant accepted the invitation and they looked over the works together. In the course of the conversation defendant told Mr. Roberts he was an engineer employed on the Siamese Railways and was on leave. Subsequently he said he was going to Shanghai, but would call at Hongkong on his return. Somehow or other defendant missed the five o'clock train and Mr. Roberts asked him stay overnight. At dinner defendant asked Mr. Roberts how long he intended to remain there, and the latter replied that his work would be finished before long. Then defendant suggested it would be a good thing to get employment on the Siamese Railways, and advised Mr. Roberts to address his application to the Officer Administering Railways in Siam, Bangkok. At the same time he suggested it would be advisable for Mr. Roberts to give him printed copies of his certificates so that he could apply on his behalf and might probably get him a post worth from £500 to £1,000 a year. Defendant then gave Mr. Roberts a card on which he wrote in pencil Donald F. Smith, Railway Surveyor,

Siamese Government, Bangkok. Roberts then parted with the testimonials. Next morning defendant was to leave for Hongkong by train, and about ten o'clock they started for Lowu. Halfway to the station defendant stopped, slipped his thigh and exclaimed, "I have left my pocket-book under my pillow. I must run back and get it." He ran back, but Mr. Roberts did not see him again, although he waited at the station. It was only when Mr. Roberts made a careful scrutiny of his cheque book that he found a cheque was missing from his book. He thought his Worship would have no hesitation in concluding, after hearing the evidence of Mr. Roberts, that that cheque was stolen. Armed with that cheque the defendant returned to Hongkong and went first of all to the Imperial Hotel, whence he went to 53, Hollywood Road. At No. 12 Miss Hooper said that defendant was not the man Roberts that she knew, and he replied that that was his brother. This seemed to have caused Miss Edna Stewart to be suspicious, for when she returned with him to her home she asked him to pay for the chits which he had signed, amounting to \$250. He said, "All right," and gave her the cheque alleged by the prosecution to have been stolen from Mr. Roberts and made it out payable to bearer or order, and signed it "E. Roberts." He left at three o'clock in the morning, but before he left Miss Stewart remarked that she hoped he was not playing any tricks, and in a casual sort of way added, "I hope you are not Jack Grant. If you are I will give you a horse whipping." He replied, "The idea of taking me for that bonder John Grant. Why has only just come out of prison?" She said, "If the cheque is honoured I will apologise." He said, "The cheque will be honoured all right and I will accept your apology, but I will never come to your house again." He spoke to others in the horses in Hollywood Road, as if he knew the people on the railway. When Miss Peck challenged him as to what he meant by giving a cheque which had been dishonoured, he looked at the cheque and said that he must have been drunk when he wrote that. He wrote out another for the \$875 in the name of Gordon Smith Grant on the Hongkong and Shanghai Bank. The prosecution alleged that this was a forgery. A forgery need not necessarily be an imitation of another person's signature. The charges were: 1, possession of a cheque in the Colony which was stolen from Mr. Roberts; 2, forging and uttering a cheque for \$875; 3, forging and uttering the cheque which he had stolen from Mr. Roberts.

Mr. Roberts then gave evidence as stated by Mr. Dennis, and added that defendant explained his appearance on the first occasion by the fact that his bicycle had broken down.

CROSS-EXAMINATION.

Can you state definitely when this cheque was taken from your cheque book?—No.

It might have been a month before?—Yes.

During the evening of the 10th you produced copies of your testimonials?—Yes.

After I read them through did I not advise you to write to the Siamese Government yourself?—I don't remember.

When you let me have them I asked you for an envelope?—Yes.

Did you have an envelope?—I had not.

You suggested to leave them until the following morning?—I did.

Did you get an envelope in the morning?—No.

You put some paper round them?—Yes.

You tore that paper from your writing pad?—Yes.

Do you consider yourself justified in opening any letter addressed to E. Roberts?—No.

During our conversation on did I mention anything about getting coolie labour for Siam?—It depends on what you mean by coolie labour.

Did I say anything about recruiting coolie labour?—Yes.

You did not know my business further than that I wished to see Mr. Stratton and Mr. Garibaldi?—No.

Witness, in reply to Mr. Dennis, said he could not suggest any other explanation for the disappearance of the cheque other than that it had been stolen.

The hearing was adjourned until to-day.

SUPREME COURT.

Tuesday, November 29th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F.A. HAZELAND (ACTING PRESIDING JUDGE).

CLAIM FOR MONEY LENT.

Action was brought by Chan Hing Yu against Young Lin Si to recover \$150, money lent.

Mr. M. Reader Harris (of Messrs. Wilkinson & Gries) appeared for the plaintiff, and defendant was represented by Mr. F. X. d'Almada e Castro (of Messrs. Almada & Smith).

Mr. Harris—With your Lordship's permission I would ask leave to amend the writ by adding an alternative claim under a promissory note.

Mr. Almada—I agree to that, but there is the question of costs.

Mr. Harris—I will pay my friend's costs of the amendment.

Mr. Almada—No. All costs up to date. I must ask your Lordship to adjourn the case.

If a claim is made under a promissory note I must file a special defence of want of consideration, or illegality.

Mr. Harris—I am quite prepared to waive any notice of special defence.

Mr. Almada—Then I will go on with the case.

His Lordship—I think the usual costs are on the amendment.

Evidence was called and the hearing adjourned.

SHIPPING NOTES.

A regular steamship service between Osaka, Yokohama and Chimonpu is to be opened with the ss. *Sango Maru* and *Olova Maru*.

A Marine Court will sit at the Harbour Office this morning to inquire into the circumstances attending the recent collision between the river steamers *Hoi Ming* and *Kwong Tung*.

The port of Newchwang on the 13th inst. presented an unusually animated appearance, thirteen steamers were there to load over 300,000 piculs of beans which exporters were anxious to ship before the port closed. Freight improved to 14-15 sen to Kobe and 18-19 sen to Yokohama.

Several small Japanese steamers in the North have suffered recently in storms. Latest papers from Dalny mention that the *Kinsei Maru*, 1,427 tons, formerly known as the *Joikun* and now plying between Chefoo and Antung, encountered the gale off Haiyangtao Island on her way to Chefoo. After making a futile attempt to take shelter in a recess near the island, she sailed before the wind towards Chefoo. The heavy seas washed her stern and flooded it. Her pump became unserviceable soon after it was brought into use. Presently, the water flooded the engine-room and stopped the engine. Then she was tossed about at the mercy of the waves until she drifted within sight of the lighthouse outside the port of Chefoo. She cast anchor about three miles from the shore. At daybreak, some of the crew put off in a boat to a small junk port near by, where they tried in vain to communicate with Chefoo, and returned to the steamer. It so happened that the *Minghsin* of the China Merchants' Steam Navigation Co. sailed past her, and, in response to her call for help, towed the steamer in distress safe into the port of Chefoo. She carried over 200 passengers and will coconuts, and lumber as cargo. The coconuts are reported to have been mostly flooded.

The *Kyoko Maru* No. 10, 624 tons, sailing from Antung at daybreak, ran aground about five miles below Antung, and was about to resume her voyage on the flood tide of the early morning of the following day, the 17th, when a violent lurch caused a lamp in the stowage to fall and explode and to set fire to a can of oil which happened to stand near by. The flames made rapid headway and created a panic among her passengers, consisting of 18 Japanese and 18 Chinese who were asleep. It took all that the officers and men could do to avert a panic and to remove the frightened passengers to a place of safety. One Chinese is reported to have been drowned. The fire was put out with great difficulty. The loss is estimated at ¥70,000 for the steamer itself and ¥20,000 for her cargo, which was valued at ¥40,000.

Some of the Japanese steamship enterprises on the coast of the Kwantung territory in South Manchuria are far from remunerative. The trouble returns for the first working-half year ended September, 1910, of the three mail steamer services plying on the Kwantung coast waters and receiving grants from the Kwantung Government were as follows:—

Chefoo-Dairen-Pi Suo Service.—This service operated 24 return trips by the *Nagata Maru* No. 19 and earned ¥7,450, laying out ¥13,982.

Dairen-Liushan Service.—The *Aio Maru* plying this service made 451 return trips. Her receipts and expenses came up to ¥995 and ¥4,045, respectively.

Dairen-Lungku Service.—The *Yasuki Maru* made 35 return trips, for which she earned ¥10,012 and expended ¥20,147.

Foreign owners are continuing to purchase British sailing vessels. Recent sales reported include two vessels well known on the Pacific Coast of America, the British barque *Procyon* and the British barque *Hawthornbank*. The former was bought by a firm in Finland for \$21,250. The *Procyon* is one of the largest three-masted sailing vessels afloat. She was built at Leith in 1892 and passed Lloyd's No. 1 special survey in 1908. The *Hawthornbank* is one of the fleet of Andrew Weir & Co. She has been idle at Ghent for some time and has been purchased by Norwegians. The vessel's last voyage was from Pisagua to Ghent. This vessel will be recalled as having made one of the longest passages on record between Europe and Puget Sound two years ago. With a cargo of crocodiles she sailed from Peru, Holland, and it was 240 days later before she arrived at her destination. There was considerable anxiety for the vessel, as she was three months overdue, and had not been spoken after she left the north Atlantic. Heavy weather and calms were responsible for the long and tiresome voyage.

It is understood in Australia that a wireless installation will be fitted on the *Terra Nova* with a view to establishing communication between Captain Scott's expedition and the Bluff Station in New Zealand.

THEFTS.

Mr. E. S. Lindsey, C.R.E., Kowloon-Canton Railway, reports to the police that between Saturday night and Sunday morning some person stole from the passage on the ground floor of Sharp's Building, Kowloon, a gentleman's cross-frame bicycle with Dunlop tyres valued at \$30.

A nickel telescope, valued at \$2, the property of Mr. Jensen, of Messrs. Jensen & Company, was stolen on Sunday from the cabin of his yacht *Clara* as she was lying off Ah King's slipway.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

November 26th.

THE LIENCHOW RIOTS.

The Lienchow district is now at peace. As I reported before, Commodore Wu was dispatched to the disturbed area to put down the disorder and he has succeeded well in his task. On arrival in the disaffected area he issued a kindly worded manifesto to the people calling upon them to disperse and do no further damage. His advice was taken and soon the bands of rioters melted away. A second notice was then issued calling upon the people not to resist, the house numbering and assuring them that no further taxation is meant, but that the numbering is only for census purposes. These conciliatory methods together with the presence of the large contingent of troops have had a very salutary effect, and the district is now in a normal state.

NEW DETECTIVES.

Latterly there have been a very large number of cases of robbery and snatching from the person. Only a day or two ago a Chinese lady was passing the door of one of the principal yamens, when she was seized by a brutal fellow who wore a gold ear-ring from her ear and made off. The poor woman screamed for the police but the police were as usual when wanted *non est*. Being a woman, of course, the bystanders did not dream of giving her any aid, so the thief got away without trouble. This is only one of several similar cases and many complaints have been made to the Police Taotai regarding the inefficiency of the police. The Taotai has now a remedy. He proposes to form a detective corps and this body is to be placed in charge of a man called Yiu, who is said to have been at one time in the Hongkong police force. Special rules have been drawn up for the guidance of these men. Talking to several natives on the subject, I gather that the scheme is not very well thought of. The people have very little respect for the police and their methods, and they evidently think the new detectives will be not a whit better than the ordinary constable. A paper in an article on the scheme trusts that the detectives will devote their energies to catching thieves and not to tyrannising innocent persons.

MUZZLING THE PRESS.

A report is going the rounds here that certain members of the Deliberative Council have approached the police with a view to prevent editors from publishing reports or comments on the deliberations of the Council regarding the question of licensed gambling. The Police Taotai is reported to be indignant at the proposal and will not accede to the request. This, if true, is no doubt a move on the part of the "thirty-five" who have figured so prominently lately. They have not yet heard the last of their action. The latest is that their village elders have written to Canton repudiating and withdrawing from them all village privileges.

BEAUTY AND THE BEAST.

A rather amusing story comes from the Pun-Yu District. In that district there resided a man renowned for his ugliness, and his manners were equally unprepossessing. He got married, and the Fates sent him as wife one of the prettiest women ever seen in the district. As was not unnatural, the luckless woman soon came to loathe her husband and took the first opportunity to escape from the house. For some time no trace of her could be found, but one day her mother-in-law espied her in the street. The irate old dame at once seized her, and after a loud battle of words the wife was taken to the police station. Here she stated her case, and finished by declaring that she would rather go to her death than back to her husband. The local officer was a kind man, and perhaps the lady's good looks had not a little to do with his clemency. He settled the case by ordering the lady to pay her husband \$100 compensation. The money was forthcoming, and then the delighted young woman was told that she was free to take another spouse.

MORE PIRATES.

The presence of river cruisers, guard-boats, patrols and the like seem to make very little difference to the river pirates. A night or two ago a boat laden with fish was making its way up the river to be in time for the Canton fish markets. Suddenly another boat ranged up alongside, and the occupants of the fishing boat (a whole family) were ordered to get out. They were taken to the river bank and left there. The pirates then took the fishing boat in tow and proceeded up the river. Neither pirates, boat nor fish have since been heard of, and meanwhile the poor plundered fisher family are destitute.

A MEAN CASE.

The following kidnapping case makes it plain to what depths of meanness the Chinese thief can descend. A poor blind beggar woman with a child on her back was making her way along a road to a village in the Shun Tak District. Suddenly she was seized by several men and robbed of her child, who will doubtless be sold in some other part of the province.

SHUN TAK AFFAIRS.

The mention of Shun Tak recalls the fact that the officials thereof have been roughly called over the coals by H. E. the Acting Viceroy. I reported some time ago that a foreign merchant was plundered in this district and that his country's Consul had made very vigorous representations to the authorities. In a dispatch to the Magistrate, his Excellency remarks on the numerous cases of robbery and piracy in the districts and also on the fact that not one of the criminals have been brought to justice. His Excellency then states that because of this the audacity of the bandits is daily growing greater, and he characterises this as a deplorable state of affairs due entirely to the

inaction and incompetence of the local civil and military officials. The Magistrate is then exhorted to use every means at his disposal to suppress these robber bands and reduce the district to order.

SCHOOL TROUBLES.

The trouble in connection with the Leming Kwong Foreign Dialect School is not yet over. The warden refuses to accede to the requests of the scholars, and not only have all the students refused to attend lectures, but the staff of the school has also resigned. The matter has been brought to the notice of the Viceroy, who told the warden to hold a meeting and try to bring matters to an amicable settlement. The meeting, however, proved abortive. The case has caused a great deal of excitement and public opinion is strongly against the warden. Yesterday a meeting was held in the Provincial Educational Association's Hall and over 100 persons were present. The following resolutions were passed: (1) That the matter be laid before the Self-Government Society; (2) That the public be notified of all that transpires in this case; (3) That the warden be not recognised; (4) That students refuse to continue studies until the warden is dismissed; (5) That the Manchus students petition the Acting Viceroy (himself a Manchu) to accede to the students' demands. It is said that if the students refuse to go back to their studies the Educational Commissioner will send an able officer to advise them. It will be seen from the above resolutions that the unfortunate warden is not given a chance. He has got to go because he has displeased the students and the students want him to go. The Chinese student is a difficult person to manage, and the chief idea in his mind is that he ought to run the school as he thinks fit and that the masters are to obey him rather than the other way round. To gain his ends he will make all kinds of associations with his school fellows and come out on strikes against lawful authority. These conditions exist in both government and private schools, and the master who wishes to have a peaceful time of it must fall in with the wishes of his students. Here there is none of that healthy spirit of comradeship that exists between boys and masters in English schools and the schools under British management in the Crown Colonies. The chief factor in this state of affairs is the absence in most Chinese schools of all healthy sports in which masters and boys participate.

ALLEGED FALSE PREFERENCES BY AN AMERICAN.

At the Magistrate's yesterday the American named A. Thayer, who was charged with having obtained \$475.82 by falsely pretending that he had in account with the Hongkong and Shanghai Bank in Manila, appeared before Mr. J. R. Wool.

His Worship told the defendant that he was going to remand him in police custody, until next morning at ten o'clock. Bail would be fixed at \$5,000. Mr. Looker had been instructed by the Hongkong Hotel Company to prosecute, and he would formulate what charges they intended to bring against defendant.

Defendant—Can I make a statement?

His Worship—Yes.

Defendant—Will it be within your jurisdiction to dispose of this case here?

His Worship—I don't quite understand you. Do you mean to ask whether I have jurisdiction to dispose of the entire matter?

Defendant—Yes.

His Worship—I have, but I am very doubtful if I shall do it. What I think I shall do is to send you to the local Criminal Sessions for trial. Do you want to say anything else?

Defendant—Well, I came back 2,500 miles to settle the situation, and the sooner it is over the better. I feel if you could dispose of me I shall be less burden and expense to the Government, and I shall be better off of my way.

His Worship—I don't want to advise you in any way. I think it will be better if you wait until Mr. Looker comes up.

Defendant—This is really, as your Worship knows, the tail end of the business. The main business is in Manila. That is where I got into trouble on account of the Bank turning down my drafts. That is where I lost my head. I have a long bitter trial before me in Manila, and the sooner it is over the better.

His Worship—The matter had better stand as it is at present.

Inspector Hanson intimated that there were other two charges against the defendant, one preferred by Mr. Mehta and the other by Mr. Newbold.

His Worship—Are these alleged cheques on the Hongkong and Shanghai Bank in Manila? Inspector Hanson—Yes.

His Worship—I suppose the false pretences is the same, namely, that he gave a cheque on an account which did not exist?

Inspector Hanson—That is so.

His Worship—There are two more charges against you. One is brought by Joseph Henry Newbold, who is the manager of an hotel in Des Vaux Road, and he alleges that on the 23rd September you obtained from him the sum of \$100 by falsely pretending that you had an account with the Hongkong and Shanghai Bank in Manila. The second charge is brought by Mr. Mehta, who alleges that on the 24th September you obtained the sum of \$80 from him by the same false pretence. I am willing to remand these charges also until to-morrow morning. Will you consider what you will plead to them to-morrow morning?

Defendant—May I ask this question, your Honour? If I plead to these charges to-morrow will it be within your jurisdiction to sentence me?

His Worship—It will, but whether I shall do so or not I can't say.

Defendant—Very well. I will make a full statement then.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."] November 4th.

Though the news that the Ministry had resigned on bloc surprised most Parisians, it was expected by politicians. M. Briand the Premier—the strong man of France and hitherto a Socialist—had a well defined object as we have seen in resigning as he did, in spite of the fact that he had received a vote of confidence from the Chamber showing a majority of 146. Subject to the most bitter attacks both in and out of Parliament since he so successfully restored order, he decided upon once resigning in order once and for all to crush the socialist-anarchist movement which has already such a firm hold on Republican France. While in office he could not "clear the decks for action" to his satisfaction, not being a free agent. Now he is fully prepared for the decisive annihilating campaign before him, and which is to prove the final action with destructive Socialism. One cannot help admiring M. Briand's courage and devotion. Of course, he will resume his former office before long, as President Fallières, knowing what a capable statesman he has hitherto proved, has requested him to form a new Cabinet. This step was rendered all the more necessary, as the late Cabinet contained several whose opinions were well known to the frankly Socialists, or timidly anti-Moderate. Considering that Socialism in France to-day spells Anarchy, the French Premier could not have done a wiser thing than to free himself from his former dangerous colleagues. The Socialists will do well not to ignore the significance on the present occasion of the resignation of the Cabinet; it is their death-knell. The peril of Socialism which of late in France has assumed such alarming proportions must, and will henceforth be fought tooth and nail. Not a day passes but it is more and more seriously undermining the safety of this country. M. Briand, who does not for one moment underestimate the difficult task before him, has pledged his reputation to use every means at his command to wipe out the scourge, and bring in a new era. Everyone wishes him success in his mission; with public opinion on his side, he will battle more courageously. By Monday next the new clean-slate Briand Ministry will almost certainly have been constituted. Solidarity is the great thing needed for France. While the new Government means to respect the reasonable liberty of every Frenchman, this liberty shall not be allowed, at the call of the Socialists and their still more dangerous allies, the Anarchists, to degenerate into licence. Any future strike of a large body of servants of the public—whether it be accompanied by violence or not—shall be considered as a crime against the country, and shall be severely punished accordingly.

WAR AGAINST TRADE UNION "SYNDICATION."

It is not M. Briand's intention to prevent the French *ouvrier* (workman) from endeavouring to better his conditions, but syndication will not, if the French Premier has his way, be allowed in the future to laugh at the Law and circumvent it with a form of words. At the earliest possible moment a law will be laid before the Chamber by Mr. Briand, having for aim to prevent syndicates of different trades from joining hands in order to paralyse public life. He will ask the Chamber to give each syndicate corporate rights and responsibilities, instead of leaving them the first without imposing the second. When this has been done "ex-King" Poincaré and his merry electrical men will hesitate before they cause such damage as they have caused in the immediate past; for every tradesman whose trade has suffered by their diabolical acts will have the right to bring suit for damages against them in the Civil Courts—and Socialists are not millionaires as a rule. The new Law will further make any strike under present conditions of State-employed men and women utterly illegal. However anxious violent Socialist James is to be afforded an opportunity of forming a Cabinet in place of M. Briand, he will not even be thought of. Beyond any doubt M. Briand is the man which France needs to save her from destruction; during the late troublesome strike his countrymen as well as the world at large had occasion to see what sort of a man he was. He proved himself, if not an altogether scrupulous party politician, at least an excellent Prime Minister as well as a Minister for Home Affairs. There is no other man in France capable of taking M. Briand's place—especially just now. The world will still more respect him as they see the manner in which he will lead the new Government into the Chamber to battle with his foes, with perfect coolness, calm and determination. M. Jaurès, the Socialist leader, is equally determined to show fight. "If M. Fallières dares to call M. Briand to him (he has already done so) it will no longer," he says, "be a Ministerial crisis but a Presidential one." The Premier takes no notice of such idle threats. President Fallières has called M. Briand, yet there is no likelihood of there being a Presidential crisis. One cannot help smiling. In any case future events in France promise to be very sensational.

THE MINISTERIAL "WEEDING."

How complete the Ministerial weeding out was may be judged from the fact that only six of the old body composing the late Cabinet were retained by M. Briand.

THE FETE DES MORTS.

The French—irrespective of class or religion—have far too much respect for the dead to ever allow anything to disturb the serenity of the *Fête des Morts*. Pilgrimages to cemeteries

are always made during the first two days of November, and the spectacle for visitors is a most impressive one. It has frequently been said that, next to the Chinese, no one has greater respect for Death than the French, and that is unmistakably true. Quite twenty thousand, if not more, last Tuesday—the sad feast of La Toussaint, or All Saints' Day—visited the cemetery of Père Lachaise, carrying wreaths of artificial or real flowers according to their circumstances. At the lowest 100,000 francs worth of flowers was laid on the tombs in that one cemetery. The following day, which in France is familiarly called *Le Jour*, or *la Fête des Morts*, the number of wreaths was as usual double. No wonder that Parisian florists always rely upon the first two days of the present month as being the most profitable in the whole year. Again this year something like 10,000 francs worth of chrysanthemums alone were sold to Parisians to be placed on tombs in the various Paris cemeteries. All who have lost relatives or friends consider it a pious duty to make a pilgrimage to their last resting place and renew the floral decorations of the graves. The weather is as a rule quite in keeping with the sad occupations of the mourners. On the two first days of November Paris usually presents a moist and melancholy picture; all that one encounters is an endless procession of sad-looking people attired in the deepest black or mourning wending their way to graves.

The greatest number of people go to Père Lachaise, Montmartre, Montparnasse, Passy, Vaugirard, and St. Ouen, which are the principal necropolises of Paris. Nothing is more characteristic than the appearance of these vast burying places on the 1st and 2nd of every November. The entrances are guarded by foot and mounted police, there being a few Municipal Guards inside; these regulate the traffic and watch a watchful eye on thieves. Outside the cemeteries are hundreds of hawkers selling all sorts of plants, flowers and wreaths, with varied and appropriate inscriptions in white beads over parted ones. However, visitors are well catered for, for close by you can satisfy your hunger and thirst as much as you feel inclined for very little. Montmartre is the artistic and literary cemetery. Here are buried not only celebrities, so dear to Parisians and others, such as Henri Murger, Gofas, Paul Delacroix, Halévy, Stendhal, Alfred and Tony Johannet, Delphine de Jirardin, Théophile Gautier, Henri Heine, Jacques Offenbach, Mm. Henry Gréville, &c. Here, too, are interred Marie Duplessis, or "La Dame aux Camélias" of Dumas's famous novel. Her grave is always the Mecca of flowers, while that of Cavaignac never fails to gather a rich harvest of patriotic tributes.

THE FOUR SERGEANTS OF LA ROCHELLE.

At Montparnasse the tomb of the four sergeants of La Rochelle is the goal of popular pilgrimages. The sad story of the four sergeants is next to unknown outside France. Accused in 1821 of being conspirators, one of them volunteered to have his head brought to the scaffold if by so doing he could secure the acquittal of his comrades. All four, however, were beheaded, though it never was proved that they really were guilty of treason. In those days, nothing was easier than to secure the "happy dispatch" of anyone whom you either disliked or suspected. The four sergeants submitted to their fate with heroic calmness, and bent their heads beneath the knife of the guillotine amid cries of "Vive la Liberté!" The Government of Louis XVIII. was implacable; it would not listen to reason, much less take notice of sentiment. On the 21st of September 1822, the scaffold was erected on the Place de Grève, and the four brave soldiers beheaded. One of the legends in connection with the best known of the four sergeants is that until the year 1864 a broken-down old woman, supporting herself with a stick and carrying a bunch of faded flowers, was a familiar figure on the left bank of the Seine. For forty years she had been grieving for the loss of Boris, to whom in her youth she was engaged to be married. From the art in which, with his three comrades, he was driven to the scaffold he had sought to console the young girl in her despair by throwing her a bouquet, which she kept over afterwards. She was frequently seen by the side of the grave of the four sergeants—for they were all buried together—in the cemetery of Montparnasse. In 1864 she herself died from a broken-heart, and was buried according to her dying wish near the grave of Boris, her lover; the legendary bouquet which she so faithfully cherished during her lifetime was placed on her breast and buried in the coffin with her.

At Père Lachaise the tombs of Balzac and Alfred de Musset, over the second of which weeps the willow that he begged for in his immortal verse, drew crowds of admirers this week as usual; while those of a more sentimental disposition paid their homage at the shrine of those immortal lovers, Abelard and Héloïse.

THE COLLAPSE.

Yesterday morning another dead body was brought out from the ruins at Aberdeen Street, bringing the death roll up to four. It is believed that other two people remain unburied. The work of digging among the debris is still proceeding. The front walls remain standing.

LATEST STEAMER MOVEMENTS.

The H.A. Linie str. *Araragoria* left Foochow on the 29th instant a.m., and may be expected here to-morrow.

The P.M. S.S. Co. str. *Siberia* sailed from San Francisco on the 29th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th prox.

RING UP



FOR A CASE OF
JOHNSTONE'S
M.P.
WHISKY

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that it is pure and of the highest quality. More-over, the evidence of the palate is in favour of the statement that it is fully matured. The flavour, while mellow and rich, is 'soft.' This Whisky is well adapted for Special Dietetic Purposes."

IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON,
12601 WINE & SPIRIT MERCHANTS

H. M. S. "NEWCASTLE" AND THE
PORTUGUESE REVOLUTION.

THE CREW NOT LANDED

The arrival at Colombo late on the afternoon of the 9th instant of H.M. cruiser *Newcastle* from Europe was greeted with more than ordinary interest by reason of the fact that she was one of the three British men-of-war which were ordered to Lisbon at the time of the Revolution, says the *Times of Ceylon*. The *Newcastle* is on her way out from Chatham to replace the *Bedford*, which ran on the rocks off Quelpart and was wrecked. This is her first commission, for she was completed only this year, and her first period of service in the Far East will be one of two years. The *Newcastle* is a second-class cruiser and has a length of 430 ft., and a beam of 47 ft. She displaces 4,800 tons, and is capable of a speed, on her indicated horsepower of 22,000, of 25 knots. She was built at Elswick, and the Wallsend Engineering Company are the makers of her engines.

A few hours after she arrived at Gibraltar, orders were received to sail for Lisbon at full speed, and the *Newcastle* lost no time in getting away. She put in at Lisbon two days after the trouble broke out, and to the disappointment of the crew, who had been looking forward to a lively time, the city was discovered in a perfectly tranquil state, and one would never guess that the previous day had witnessed terrible conflicts which had resulted in the overthrow of the Monarchy.

Captain Hunt went ashore on the arrival of the vessel, and made a call on the British Minister. It was understood that every consideration had been and was being paid to British subjects, and the *Newcastle*, consequently, after a three days' stay in the port, resumed her voyage to the East. During this time the crew were not allowed ashore, and those on board knew very little about what was happening in the capital. A few shots were heard on the day following the arrival of the *Newcastle*, and it was understood that an attack was being made on one of the monasteries, but nothing definite was known in regard to this, and nothing was seen from the ship. The voyage was resumed in partial ignorance of what had taken place.

The *Newcastle* is now at Singapore, and is making a stay of two or three months there before coming on to Hongkong.

"WASHING DAY" IN CHINA.

A writer of Notes on China in a London contemporary has the following:—
The *Shen Pau* makes use of the expression, "This was the Board's resting and washing day," meaning "off day" for attendance at the Palace, referring to the rule of 2,000 years ago, when officials got one day off after every five, "to get a wash."

FAITH-HEALING.

A London telegram, dated October 28th, to the Australian Press stated that—Ten medical men and 10 clergymen were meeting in the Chapter House at St. Paul's Cathedral to discuss privately the question of co-operation between the Church and the medical profession with regard to faith-healing in England.

WEATHER REPORT.

On the 29th at 11.55 a.m.—The barometer has fallen moderately on the E. coast of China, and fallen a like amount over S.W. Japan and the Loochees.

The depression lying over the Lower Yangtze valley yesterday has reached the neighbourhood of the Northern Loochees.

Pressure remains low over S. China and probably another depression is developing to the South of the Yangtze valley.

Pressure is low also over the Southern Philippines.

The high pressure area still lies over Manchuria.

Moderate or light monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood [E. winds, light or moderate; fair. Same as No. 1.]

Formosa Channel [Same as No. 1.]

South coast of China between Hongkong and Loochees. [Same as No. 1.]

South coast of China between Hongkong and Hainan. [Same as No. 1.]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: P. & S. Codes: A.B. 6th Ed. Libers.

NEW ADVERTISEMENTS

THE HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY GENERAL MEETING of the Company, required to be held within Four Months after registration will be held at the Company's Registered Office, No. 4, Queen's Buildings, Chater Road, Victoria, Hongkong, on the 12th day of December, 1910, at Noon.

BRADLEY & Co., General Managers.

THE HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD. Hongkong, 30th November, 1910. [129]

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOW) to SIEN TSUN will be OPENED to Traffic on the 6th DECEMBER, 1910.

TIME-TABLE.

In force from 6th DECEMBER, 1910, Until Further Notice.

CANTON (TAI SHA TOW) TO SIEN TSUN.

Miles	STATION	Passenger Trains.		
		No. 1	No. 3	No. 7
		Daily	Week	Sat.
		days	days	days
	CANTON (Tai Sha Tow)	7.00	12.00	2.00
3.63	SHIEN PAI	arr. 7.09	12.09	2.11
	dep. 7.12	12.12	2.13	
7.90	CHIEK PAI	arr. 7.23	12.23	2.26
	dep. 7.28	12.28	2.29	
12.53	WU CHUNG	arr. 7.39	12.39	2.29
	dep. 7.42	12.42	2.45	
17.03	NAM KONG	arr. 7.53	12.53	2.55
	dep. 7.58	12.58	3.04	
21.67	SUN TONG	arr. 8.10	1.10	3.19
	dep. 8.13	1.13	3.21	
23.61	TONG MEI	arr. 8.18	1.18	3.27
	dep. 8.23	1.23	3.31	
25.54	NGA YEO	arr. 8.28	1.28	3.38
	dep. 8.31	1.31	3.40	
29.00	SIEN TSUN	arr. 8.40	1.40	3.51

SIEN TSUN TO CANTON (TAI SHA TOW).

Miles	STATION	Passenger Trains.		
		No. 2	No. 4	No. 8
		Daily	Week	Sat.
		days	days	days
	SIEN TSUN	arr. 9.21	2.15	4.10
	dep. 9.28	2.24	4.21	
3.46	NGA YEO	arr. 9.28	2.28	4.23
	dep. 9.33	2.33	4.23	
5.39	TONG MEI	arr. 9.39	2.39	4.30
	dep. 9.44	2.44	4.34	
7.33	SUN TONG	arr. 9.48	2.48	4.42
	dep. 9.53	2.53	4.45	
11.91	NAM KONG	arr. 10.00	3.00	4.57
	dep. 10.06	3.06	5.01	
16.42	WU CHUNG	arr. 10.17	3.17	5.15
	dep. 10.21	3.21	5.17	
21.10	CHIEK PAI	arr. 10.32	3.32	5.31
	dep. 10.36	3.36	5.34	
25.37	SHIEN PAI	arr. 10.49	3.49	5.47
	dep. 10.53	3.53	5.49	
29.00	CANTON (Tai Sha Tow)	arr. 11.02	4.02	6.00

By Order,

THE ADMINISTRATION. Canton, 28th November, 1910. [1350]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents. Hongkong, 29th November, 1910. [1328]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NILE," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon where each Consignment will be covered by Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 5 hours. Goods not cleared by the 6th Dec., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 29th November, 1910. [1]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co., General Managers. St. George's Building, Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates No. 18-100 Shares numbered 821/920 "19-100 " " 921/1020 " " 1021/1120 " " 1121/1220 " " 1221/1320 " " 1321/1420 " " 1421/1520 " " 1521/1620 " " 1621/1720 " " 1721/1820 " " 1821/1920 " " 1921/2020 " " 2021/2120 " " 2121/2220 " " 2221/2320 " " 2321/2420 " " 2421/2520 " " 2521/2620 " " 2621/2720 " " 2721/2820 " " 2821/2920 " " 2921/3020 " " 3021/3120 " " 3121/3220 " " 3221/3320 " " 3321/3420 " " 3421/3520 " " 3521/3620 " " 3621/3720 " " 3721/3820 " " 3821/3920 " " 3921/4020 " " 4021/4120 " " 4121/4220 " " 4221/4320 " " 4321/4420 " " 4421/4520 " " 4521/4620 " " 4621/4720 " " 4721/4820 " " 4821/4920 " " 4921/5020 " " 5021/5120 " " 5121/5220 " " 5221/5320 " " 5321/5420 " " 5421/5520 " " 5521/5620 " " 5621/5720 " " 5721/5820 " " 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BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The
Leading Brand
in
ENGLAND.

The
best that can
be obtained.
SOLD
EVERYWHERE.

SOLE AGENTS FOR CHINA:
DADY BURJOR & Co.
Wholesale Wine & Spirit Merchants.
[1037]

NOTICE TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Steamship
"DENBIGHSHIRE"
having arrived from the above Ports, Consignees
of Goods are hereby informed that their Goods
are being landed and placed at their risk in the
hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves,
delivery may be obtained.

Goods not cleared by the 1st Dec. at 5 P.M.,
will be subject to rent.
All broken, chipped, and damaged packages
are to be left in the Godowns, where they
will be examined on THURSDAY, 1st Dec. at
10 A.M. Claims against the Steamer must be
presented within 10 days of arrival otherwise
they will not be recognized.
No Fire Insurance will be effected by us in
any case whatever.
Bills of Lading will be countersigned by
JAIDINE, MATTHEWSON & Co., Ltd.
Agents.
Hongkong, 25th November, 1910. [1518]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"ASSAYE"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods
are landed.

This vessel brings on Cargo—
From London & Co., ex "Morona."
From Australia ex "Malva."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared by the 1st Dec., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the Godowns
for examination by the Consignees and the
Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised. No claims will
be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th November, 1910. [1]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"CEYLON"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared by the 4th Dec., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the Godowns
for examination by the Consignees and the
Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised. No claims will
be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th November, 1910. [1]

THE NEW SECRETARY OF STATE FOR THE COLONIES.

Mr. Lewis Harcourt, the new Colonial Secretary, was such an acknowledged successful First Commissioner of Works that it would have been surprising had promotion not been conferred upon him in any rearrangement of the Cabinet, says the London Daily Telegraph. In modern political history there have been few instances of personal and administrative qualities receiving such rapid recognition. Mr. Winston Churchill, whose name it once suggests itself for purposes of comparison, had been four years at Westminster when Mr. Harcourt was chosen to represent the late Duke of Devonshire's constituency—the Rosedale Division of Lancashire—in the House of Commons; but the name and fame of the latter were familiar to members of Parliament years before he entered St. Stephen's on account of his close association with his father. He is the eldest surviving son of the late Sir William Harcourt, and many years have passed since first his face and figure began to be noticed in the lobbies. It is significant of the close affection which existed between father and son that on leaving St. Stephen's Mr. Harcourt did not proceed to Oxford or Cambridge, but determined to devote himself to Sir William's service. Never, as has been often said, had any statesman a better private secretary, never were memory and knowledge more sinuately blended. His help was, indeed, invaluable in the prolonged Parliamentary struggle over the famous Budget which extended Death Duties in this country.

When Mr. "Lulu" Harcourt, as all his intimate friends call him, became entitled to a seat on the green benches of the House of Commons, he did not attempt, as many young members do, to put himself in the forefront of debate; he had, indeed, been a member for something like two years, and had discharged the duties of Chief Commissioner for some months, before he made his maiden speech in the presentation of a Bill. This fact was in itself almost unexampled; Mr. Harcourt's manner and method in performing that task won warm encomiums from members of all parties, and he at once found himself enrolled in the ranks of those who attract and keep a House during the dinner hour. He has a pleasant, almost fascinating way of speaking, and his speeches are brightened by rapid-like flashes of repartee and humor, which are always welcome, because there is no suspicion of spleen. Few First Commissioners have done more than Mr. Harcourt to promote the comfort of members. From the public point of view his way will possibly be best remembered by his evolution of the new method of taking divisions in the House, whilst he proved his concern for the artistic side of parliamentary life by the part he played in securing the six historic panels painted by Mr. Colman Cooper, A.R.A., and others which have been placed in position in the east corridor within the past few weeks.

At their beautiful home, Nuneham Park, so delightfully situated on the banks of the Thames, a few miles from Oxford, Mr. and Mrs. Harcourt had the honour of entertaining the late King. Mrs. Harcourt, who is an American lady, and a charming hostess, is the only daughter of the late Mr. W. H. Burges, of New York and North Myram Park.

BANKING AND CURRENCY REFORM.

Is a money crisis imminent? was the subject discussed at a recent meeting of the Banking and Currency Reform League held at the New Reform Club, Adelphi Terrace, Strand. Mr. Joseph Fels president, Mr. Arthur Kitson remarked that it was amazing that our commercial people did not see how our present currency system checked enterprise and handicapped us in the struggle for maintaining our commercial supremacy. We had the most fluctuating bank rate of any commercial nation on earth, and the members of the mercantile community were penalised in order that we might retain a free gold market and furnish accommodation to our rivals. An adequate gold reserve was as much a part of the sinews of war at the present time as Dreadnoughts and Maxim guns, and a nation that would undertake a war without being financially prepared would simply court ruin and disaster. What should be done without any further delay was for the Government to appoint a Royal Commission, consisting of members of various trades and professions, to report upon the whole banking situation. Such a Commission instead of being controlled by the bankers should be controlled, if at all, by the representatives of the various commercial bodies—those who had to pay for banking accommodation and who had to suffer when crises arose. The reason that we had made no progress in this department during the past fifty years was that questions of finance had always been left in the hands of those whose interests it was to maintain present conditions.

A FASHION NOTE.

TEN HOBBLER TO ONE "DIVIDED" SKIRT.

"Oh, my dear!"
The elderly dowager in the stalls of the Shaftesbury Theatre last night loved her hobblers and spoke to her neighbour, obviously her daughter-in-law, in the voice of one who has had a severe shock.

The young girl had recourse to her opera-glasses. Somebody walked across the stage in the splendid racecourse scene of the "Aradians." "Oh! mother, I'm certain Herbert will never let me wear it—or is it 'them'?"
They were discussing the new divided skirt, which is one of the newest of the new dresses which have been given to the "Aradians" as a 550th birthday present.

The divided skirt is something to see and gaze at. It is the other extreme to the "hobble." Legs are no longer imprisoned in a single cylinder of silk so that only tiny steps can be taken. Any woman can run for a train in a divided skirt. There was only one on the stage last night, but it created more sensation than all the other beautiful frocks put together. It was worn by a very tall brunette.

The colour was bright rose-pink, faced with grey silk tulle, and when the wearer was in repose all was well.

But she walked across the stage. That was what made the elderly dowager say, "Oh, my dear!" The skirt became a skirt no longer, it became a pair of—well, perhaps it would be better to say that it resembled the loose-fitting netter garments worn by Turkish women.

If the wearer desires to get the full effect of the divided skirt the walk must be a long stride, equal to tea hobbles at least.

There was the dress of maroon blue satin, veiled with the tulle of beaded net and the dress of pale mauve satin with blue net cuffs, but the woman in the theatre had eyes only for the brunette in bright rose-pink cloth. Every time she walked the stages perceptible quiver of mingled joy and fear went through the theatre.

But, as the young lady remarked, we go to call the divided skirt "it" or "them?"
London Express.

INTIMATIONS

NOTICE TO THOSE INTERESTED IN CIVIL ENGINEERING WORK.

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL
WORK AT THE
TAIKOO DOCK, HONGKONG

IS NOW FOR SALE.

Portable Locomotive Boilers and Engines.
Marine Boilers Complete.
Vertical Steam Engine, Rope Drive.
"Planty" Engine and Dynamo.
Vertical Post Donkey.
Portable Stone Breaker and Auto Screening and Loading Machine.
Stone Crushers.
Cement Mixer.
Pulveriser Pumps.
Duplex Steam Pumps.
Duplex Feed Pump.
Double Acting Pump, single Cylinder.
Ballast Pump.
Hercules Pump.
Gwynne's Pump.
Plunger Pump.
3 Throw Ram Pump.
Single Centrifugal Pump with Engine.
Single Centrifugal Pump with Pulleys and Shafting.
Double Centrifugal Pump with Pulleys and Shafting.
Centrifugal Pump with Pulleys.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

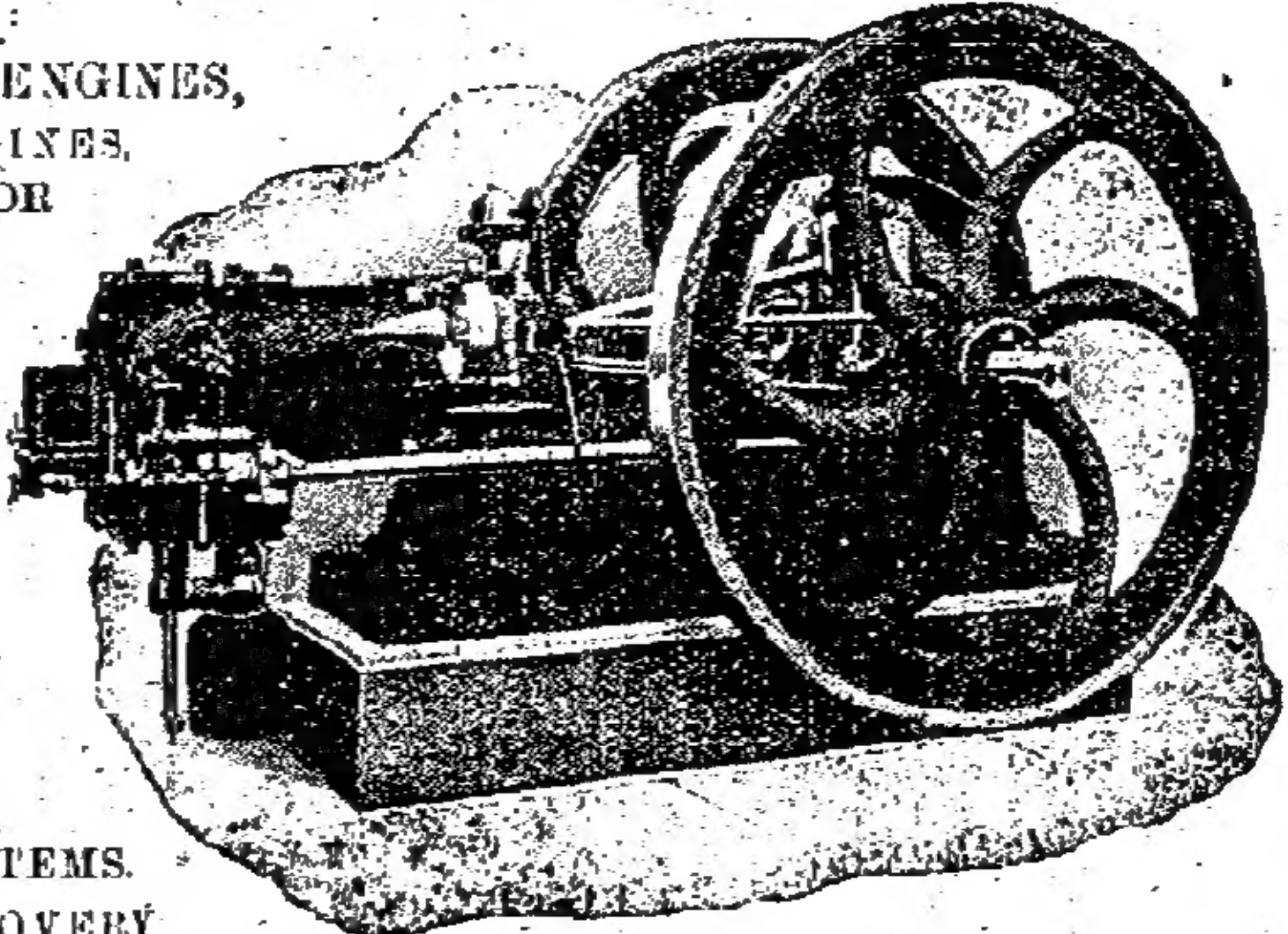
Hongkong, 3rd October, 1910.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.
[1137]

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MARINERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS.

GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.



HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:
W. R. LOXLEY & CO.,
YORK BUILDINGS.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. B. WILHELM	17,300	Wed. day, 30th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG" Capt. F. V. BIERER	13,300	About 30th November.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	9,000	Saturday, 3rd Dec., at Daylight
KOBE & YOKOHAMA	"COBLENZ" Capt. H. RECHNER	6,750	About 13th December.
KUDAT & SANDAKAN	"BORNEO" Capt. P. SEMMILL	5,050	Middle of Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & Co.,**
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 23rd November, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINZESS ALICE" Capt. P. GROSCH.	20,300	ON MARCH 22ND.
"LUETZOW" Capt. B. WILHELM	17,300	ON APRIL 5TH.
"KLEIST" Capt. O. PARNKE.	17,000	ON APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

Early booking recommended.
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.
Hongkong, 10th November, 1910. [1052]

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, YOKOHAMA & SAN FRANCISCO

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS. CAPTAIN TO SAIL.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

King's Building (Opposite Blake Pier).

FRED J. HALTON,
AGENT

[1223]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKE PASSENGERS ALSO FOR:
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO		MARSEILLES & LONDON		
Steamer	Tons	Steamer	Tons	
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamer calling at BOMBAY)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (Including Suez):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
* SUNDA 4700	January about 25	March 11
* NUBIA 4700	February 8	March 24
* SYRIA 6650	March 8	April 25
* NORE 6700	March 22	May 9
* PALAWAN 4700	April 5	May 22
* BORNEO 4600	April 19	June 5
* SICILIA 4700	May 3	June 19
* SUMATRA 4600	May 31	July 17
* NILE 6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Suez):
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd £34.10 £57.4

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

10021

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	TONS	SAILING DATE
* MONGOLIA 27,000	"	SATURDAY, 3rd Dec., at 1 P.M.
* PENYO MARU 21,000	"	SATURDAY, 10th Dec., at 1 P.M.
* KOREA 16,000	"	SATURDAY, 17th Dec., at 1 P.M.
* NIPPON MARU 11,000	"	SATURDAY, 31st Dec., at 1 P.M.
* SIBERIA 18,000	"	SATURDAY, 7th Jan., at 1 P.M.
* MANCHURIA 27,000	"	SATURDAY, 21st Jan., at 1 P.M.
* CHIYO MARU 21,000	"	SATURDAY, 28th Jan., at 1 P.M.

* Twin Screws. * Triple Screw Steamer. * Via Manila.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M.S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, 3rd December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officers of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE:

CHINA 10,200 Tons SATURDAY, 14th Jan., at 1 P.M.

ASIA 9,500 Tons SATURDAY, 4th Feb., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th January, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON (via New York) £43.

HONGKONG TO SAN FRANCISCO " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight apply to the Agency of the Companies, King's BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[1227]

SHIPPING.

ARRIVALS.
CHARLTON, British str., 2592, John S. Cave, 29th Nov.—Barr, England, 12th October, Coal—Doddwell & Co.
CHOYSAHO, British str., 29th Nov.—Canton, Hainan, British str., 641, A. Stewart, 29th November—Swatow 28th Nov., General—Douglas, Lapraik & Co.
INDRAPURA, British str., 3,152, D. Mansfield, 29th Nov.—Keelung 27th Nov., General—Shewan, Tomes & Co.
JAPAN, British str., 3,505, A. Stewart, 29th Nov.—Moji 24th Nov., General—David Sassoon & Co., Ltd.
LUTOW, German str., 5,134, B. Wilhelm, 29th Nov.—Yokohama 19th and Shanghai 27th Nov., Mails and General—Melchers & Co.
NILE, British str., 4,172, E. P. Martin, 29th Nov.—London 22nd October, General—P. & O. S. N. Co.
SHIBUTO, Japanese str., 2,473, H. S. Nomoto, 28th Nov.—Manila 24th Nov., Ballast—Oaka Shosha, Kishida.
SUNOKIANG, British str., 926, T. Tucker, 29th Nov.—Halle 25th November, General—Butterfield & Swire.
TEITO, Japanese str., 7,265, E. Bent, 29th Nov.—San Francisco 1st November, General—Toyo Kisen Kaisha.
VONWAERTS, German str., 643, H. Island, 29th Nov.—Haiphong 26th Nov., Rice—Johnson & Co.
YUNSHANG, British str., 1,123, P. H. Rolfe, 29th Nov.—Manila 26th Nov., General—Jardine, Matheson & Co.
Yu Shun, Chinese str., 29th Nov.—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 29th November.
Chongshing, British str., for Shanghai.
Clara Jensen, German str., for Haiphong.
Hongkong, French str., for Haiphong.
Kowloon, British str., for Haiphong.
Lutow, German str., for Europe, &c.
Sunokiang, British str., for Haiphong.
Tacoma Maru, Japanese str., for Nagasaki.

DEPARTURES.

29th November.
CHILTON, British str., for Shanghai.
CHINA, Austrian str., for Singapore.
CHOWTAT, German str., for Bangkok.
COLOMBO MARU, Japanese str., for Singapore.
DAIJIN MARU, Japanese str., for Swatow.
HAICHING, British str., for Swatow.
HOLSTEIN, Norwegian str., for Haiphong.
HUPHE, British str., for Haiphong.
PARACLOS, British str., for Singapore.
TEAN, British str., for Manila.

SHIPPING REPORTS.

The British str. *Hainan* reports: Light Northern breeze dull and overcast, heavy W. wind.
 The Japanese str. *Tenyo Maru* reports: Fair weather throughout, except the night before arrival at Yokohama struck a strong Westerly gale.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Mongolia* is due to arrive at 10 a.m. on 30th inst. and may be expected here on the 5th prox.
THE GERMAN MAIL.
 The I.G.M. str. *Prinz Ludwig*, carrying the German Mails will date from Berlin of the 2nd instant, left Singapore on the 27th inst., at 7 a.m., and may be expected here to-morrow.

THE INDIAN MAIL.

The C.P.R. Co. str. *Empress of Japan* arrived at Shanghai at 9 a.m. on the 29th inst., and left again at 6 p.m., same day for Hongkong, where she is due to arrive at 10 p.m. to-morrow.

THE INDIAN MAIL.

The Apar str. *Gregory Apar*, from Calcutta left Singapore on the 26th instant afternoon, and may be expected here on or about the 2nd prox.

THE FRENCH MAIL.

The M.M. str. *Ville de la Ciotat*, with the French Mails of the 6th inst. and Mails from London of the 5th inst. left Singapore on the 27th inst., at 5 p.m., and is expected to arrive here on Monday morning, the 5th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 28th inst., for Hainan, Manila and this port, and is due here on the 9th prox.

MERCHANT STEAMERS.

The Barber Line str. *Shimoda* left Singapore on the 25th instant morning, and is due here to-day.
 The I.G.M. str. *Prinz Sigismund* left Kuching on the 27th instant a.m., and may be expected here to-day at noon.

The O.S.K. str. *Panama Maru* from Tacoma, left Shanghai for this port on the 28th inst., at 8 a.m., and is expected to arrive here to-morrow.
 The H. A. Line str. *Franklin* left Singapore on the 25th instant at noon, and may be expected here to-morrow.

The str. *Glenloch* left Singapore on the 26th inst., and is due here on or about the 12th prox.
 The N.Y.K. str. *Aki Maru* (European Line) left Moji for this port via Shanghai on the 28th inst., and is expected here on the 5th prox.

The T.K.K. str. *Hongkong Maru* left Yokohama on the 25th instant, and is due to arrive at Hongkong on the 8th prox.
 The American-Asiatic S.S. Co. str. *Indrapura* left New York on the 20th ult., and is due here on or about the 15th prox.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 12th inst., and is due here on the 18th prox.
 The T.K.K. str. *Nippon Maru* sails from San Francisco on the 22nd inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th prox.

The str. *Glenloch* left London on the 5th inst., and is due here on or about the 20th prox.
 The American & Manchurian Line's str. *Victo* left New York on the 10th inst., and is due here on or about the 1st January.

STEAMERS PASSED THE CANAL.

October 21st—*Alecinous*, Bonali, Yeddo, 25th—*Australian*, Benarity, Glenloch, 28th—*Jason*, Keenun, Charlton. November 1st—*Brantia*, Ceylon, Glenloch, Raga Maru, Shimoda, 4th—*Byron*, Nil, Polipkenus, 8th—*Benedi*, Inverclyde, Pamboukhar, Rulonla, 11th—*Andria*, *Atsuta Maru*, *Moham*, *Ville de la Ciotat*, 16th—*Noro*, *Scandia*, *Wakana Maru*, *Bandania*, *Indrapura*, 18th—*Adilia*, *Prometheus*, *Silecia*, *Alasia*, 23rd—*Bavaria*, *Glenloch*, *Goben*, *Indrapura*, *Nippon*, *Sunda*, 25th—*Antenor*, *Brigavia*, *Glamorganshire*, *Hirano Maru*, *Peleus*, *Toumas*, *Yorck*.

ARRIVALS AT HOME.

November 25th—*Oceanic*, *Welsh Prince*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT AT FLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR...	Brit. str.	—	H. W. Kaurick, R.N.R.	P. & O. S. N. Co.	To-morrow, at 3 p.m.
LONDON, &c., VIA USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th Dec., at Noon.
COPENHAGEN	FEIKING...	Swed. str.	—	—	OLDF WILK & CO., LTD.	On 5th Dec.
COPENHAGEN & BALTIC PORTS	BUKARIA...	Ger. str.	k. w.	Jigar...	MELCHERS & CO.	About middle of Jan.
ROTTERDAM, ANTWERP & HAMBURG, &c.	WESTPHALIA...	Ger. str.	k. w.	Buch...	HAMBURG-AMERIKA LINE	On 13th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	ARADIA...	Ger. str.	k. w.	Ernst...	HAMBURG-AMERIKA LINE	On 9th Dec.
HAVRE, ROTTERDAM & HAMBURG, &c.	ARMENIA...	Ger. str.	k. w.	Robie...	HAMBURG-AMERIKA LINE	On 24th Dec.
MARSEILLES, &c., VIA PORTS OF CALL.	ERNEST SIMONS...	Fr. str.	—	Girard...	MESSAGERIES MARITIMES	On 3rd Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANTON...	Jap. str.	—	H. Homma...	NIPPON YUSEN KAISHA	On 6th Dec., at 1 p.m.
MARSEILLES & COPENHAGEN	SITHONIA...	Ger. str.	k. w.	Brohm...	OLDF WILK & CO., LTD.	On 7th Dec., at D'light
MARSEILLES HAMBURG & ANTWERP &c.	MISHIMA MARU...	Jap. str.	—	A. E. Moses...	HAMBURG-AMERIKA LINE	On 20th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU...	Jap. str.	—	H. Peterson...	NIPPON YUSEN KAISHA	On 21st Dec., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW...	Ger. str.	—	B. Wilhelm...	NIPPON YUSEN KAISHA	On 27th Dec., P.M.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	ABAGORIA...	Ger. str.	k. w.	Meyer...	MELCHERS & CO.	To-day, at Noon
NEW YORK	LEDRAPURA...	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 6th Dec.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	SUEZ...	Brit. str.	—	—	SHAW, TOMES & CO.	To-day, at 5 p.m.
BOSTON & NEW YORK	EMPEROR OF JAPAN...	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 15th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 17th Dec., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	TACOMA MARU...	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th Jan., at Noon.
VICTORIA, C.B. & TACOMA VIA JAPAN	ISABA MARU...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HALLANSHIRE...	Brit. str.	—	K. Kawara...	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU...	Jap. str.	—	G. E. Elliott...	DODWELL & CO., LTD.	On 15th Dec., at Noon.
ALLAQUIQUE, &c., VIA JAPAN PORTS, &c.	HONGKONG MARU...	Jap. str.	—	S. Ishikawa...	NIPPON YUSEN KAISHA	On 17th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU...	Jap. str.	—	T. Sekis...	NIPPON YUSEN KAISHA	On 21st Dec.
AUSTRALIAN PORTS VIA MANILA	YAMATO MARU...	Jap. str.	—	D. Lens...	NIPPON YUSEN KAISHA	On 22nd Dec., at Noon.
SAN FRANCISCO VIA JAPAN & HONOLULU	MONSIEUR...	Fr. str.	—	W. Davison...	MELCHERS & CO.	On 3rd Dec., at D'light
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA...	Brit. str.	1 m.	G. W. Eidy...	PACIFIC MAIL S.S. CO.	On 10th Dec., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA...	Brit. str.	—	M. Yagi...	PACIFIC MAIL S.S. CO.	On 14th Dec., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU...	Jap. str.	—	Wm. Thompson...	BUTTERFIELD & SWIRE	On 17th Dec., at 4 p.m.
KOBE & YOKOHAMA	ATSUBA MARU...	Jap. str.	—	H. Banger...	NIPPON YUSEN KAISHA	On 20th Jan., at Noon.
KOBE & YOKOHAMA	COBLENZ...	Ger. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	On 8th Dec., at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU...	Jap. str.	—	Zwart...	NIPPON YUSEN KAISHA	About 13th Dec.
JAPAN	TULATJAP...	Dut. str.	—	V. McClymont-Liddell...	JAPA-CHINA JAPAN LINE	On 21st Dec., at Noon
SHANGHAI VIA FOCHOW	CHONGSHING...	Brit. str.	—	F. v. Bismar...	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG...	Ger. str.	—	A. Harris...	BUTTERFIELD & SWIRE	About 30th inst.
SHANGHAI	CHINHA...	Brit. str.	1 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	NILE...	Brit. str.	—	M. Courtney...	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
SHANGHAI VIA SWATOW	VILLE DE LA CIOTAT...	Fr. str.	—	Barillon...	MESSAGERIES MARITIMES	On 2nd Dec., at D'light
SHANGHAI KOBE & YOKOHAMA	ANHU...	Brit. str.	1 m.	Filler...	BUTTERFIELD & SWIRE	On 5th Dec., P.M.
SHANGHAI KOBE & YOKOHAMA	BRASILIA...	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 3rd Dec.
SHANGHAI KOBE & YOKOHAMA	SHAM...	Dan. str.	—	—	MELCHERS & CO.	On 6th Dec.
SHANGHAI KOBE & YOKOHAMA	BUJUN MARU...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 8th Dec., at 8 a.m.
SHANGHAI KOBE & YOKOHAMA	HIMALAYA...	Brit. str.	—	L. E. S. Spier, R.N.R.	P. & O. S. N. Co.	About 9th Dec.
SHANGHAI KOBE & YOKOHAMA	KUTSANG...	Brit. str.	—	Fred. Pym...	NIPPON YUSEN KAISHA	On 12th Dec.
SHANGHAI KOBE & YOKOHAMA	BOADIA...	Ger. str.	k. w.	Bradley...	JARDINE, MATHESON & CO., LD.	On 14th Dec., at Noon
SHANGHAI MOJI, KOBE & YOKOHAMA	SUNDA...	Brit. str.	—	V. Doh...	HAMBURG-AMERIKA LINE	On 15th Dec.
SHANGHAI YOKOHAMA & KOBE	NIPPON...	Dut. str.	—	H. A. Peters...	P. & O. S. N. Co.	On 16th Dec.
SHANGHAI	TAIWAN...	Jap. str.	—	—	OLDF WILK & CO., LTD.	On 22nd Dec.
ANPING VIA SWATOW & AMOY	SHIBUTO MARU...	Jap. str.	—	A. Pander...	JAPA-CHINA JAPAN LINE	Quick despatch
TAKAO & ANPING	DAIGO MARU...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 7th Dec., at 8 a.m.
TAMAU VIA SWATOW & AMOY	HAITAN...	Brit. str.	2 h.	J. W. Evans...	DOUGLAS LAPRAIK & CO.	To-day, at 5 p.m.
SWATOW, AMOY & FOCHOW	HAIMUN...	Swat. str.	2 h.	A. H. Stewart...	DOUGLAS LAPRAIK & CO.	On 4th Dec., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAITANG...	Brit. str.	2 h.	A. E. Hodgins...	DOUGLAS LAPRAIK & CO.	On 2nd Dec., at 11 a.m.
SWATOW, AMOY & FOCHOW	HAICHING...	Swat. str.	2 h.	W. C. Pasmore...	DOUGLAS LAPRAIK & CO.	On 4th Dec., at 9 a.m.
MANILA, ILOILO & CEBU	RUHI...	Am. str.	—	S. Crosby...	DOUGLAS LAPRAIK & CO.	On 6th Dec., at 11 a.m.
MANILA	YUENHANG...	Brit. str.	—	P. H. Rolfe...	SHAW, TOMES & CO.	To-day, at 4 p.m.
MANILA	KAIPO...	Brit. str.	1 m.	E. Rice...	JARDINE, MATHESON & CO., LD.	On 3rd Dec., at Noon.
MANILA, CEBU & ILOILO	LOONGHANG...	Brit. str.	—	S. J. Payne...	SHAW, TOMES & CO.	On 7th Dec., at 4 p.m.
MANILA	SUNGLANG...	Brit. str.	1 m.	H. A. Hard...	JARDINE, MATHESON & CO., LD.	On 9th Dec., at Noon.
ILOILO & CEBU VIA AMOY	BORNO...	Ger. str.	—	F. Sembl...	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
KUDAT & SANDAKAN	TOSA MARU...	Jap. str.	—	Y. Nomura...	NIPPON YUSEN KAISHA	Middle of Dec.
BOMBAY VIA SINGAPORE, & COLOMBO	KUMSANG...	Brit. str.	—	W. G. G. Leak...	JARDINE, MATHESON & CO., LD.	On 12th Dec.
SINGAPORE, PENANG & CALCUTTA	SHANTUNG...	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
SAMARANG & SOERABAYA	—	—	—	—	—	To-morrow, at 4 p.m.

CANADIAN PACIFIC RAILWAY CO'S THE BANK LINE LIMITED.

ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPEROR OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPEROR OF CHINA" Sat., 14th Jan.	"ALLAN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	"ALLAN LINE" Friday, 10th Mar.
"EMPEROR OF INDIA" Sat., 11th Feb.	"ALLAN LINE" Friday, 7th Apr.
"EMPEROR OF JAPAN" Sat., 11th Mar.	"ALLAN LINE" Friday, 5th May
"EMPEROR OF CHINA" Sat., 8th April	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £45.
 and 1st Class Railway £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FOURTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CIOTAT" Capt. Barillon	On 5th Dec., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 6th Dec., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Intermediate meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 10th November, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
HALLANSHIRE	4,420	G. B. Elliott	15th December.
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

• These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

TAIKOO DOCKYARD & ENGINEERING CO. LIMITED.
 OF HONGKONG.
 GRAVING DOCK 787' x 38' x 14' 6"
 Pumps empty Dock in 23 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.
 1215]

VESSELS ON THE BERTH.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL (With Liberty to call at the Malabar Coast.)

"INDRAPURA" TO-DAY, 30th Nov., at 5 p.m.
 For freight and further information apply to—

SHAW, TOMES & CO.,
 General Agents.
 Hongkong, 30th November, 1910. [1241]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	D'light, 1st Dec.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and ALEXANDRIA	NAMUR	3 P.M., 1st Dec.	Freight and Passage.
SHANGHAI	HIMALAYA	About 9th Dec.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE	Noon, 10th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	On 16th Dec.	Freight only.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 30th November, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & CEBU via AMOY	"SUNGKIANG"	On 30th Nov., 5 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	On 1st Dec., 4 P.M.
SHANGHAI	"CHINHUA"	On 1st Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Dec., 4 P.M.
MANILA	"KAIFONG"	On 6th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 17th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN," "CHINESE" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 30th November, 1910

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via FOCHOW	"CHEONGSHING"	Thursday, 1st Dec., D'light.
SINGAPORE, PENANG & CALUTTA	"KUMSANG"	Thursday, 1st Dec., 3 P.M.
SHANGHAI via SWATOW	"CHOYSANG"	Friday, 2nd Dec., D'light.
MANILA	"YUENSANG"	Saturday, 3rd Dec., Noon.
MANILA	"LOONGSANG"	Saturday, 3rd Dec., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wednesday, 14th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 34 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 30th November, 1910.

GENERAL MANAGER

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILING.
COPENHAGEN	"PEKING"	On 5th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 2nd Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 6th Dec., at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 9th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 4th Dec., at 9 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LARRAIK & CO.,

GENERAL MANAGERS.

Hongkong 30th November 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOCHERS & CO.,

AGENTS.

Hongkong, 23rd November 1910

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU ... 11,000 tons gross ... Sail Dec. 21st, 1910.

S.S. KIYO MARU ... 11,200 " " " " " " Feb. 18th, 1911.

S.S. BUYO MARU ... 10,500 " " " " " " April 19th, 1911.

For particulars apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 26th November, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.



FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6178	WED'DAY, 30th Nov., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6059	TUESDAY, 13th Dec., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO & ANPING	"SHIBETORO MARU"	WED'DAY, 30th Nov., at 5 P.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 7th Dec., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec., at 8 A.M.
TAMUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 4th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2ND CLASS. 3RD CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

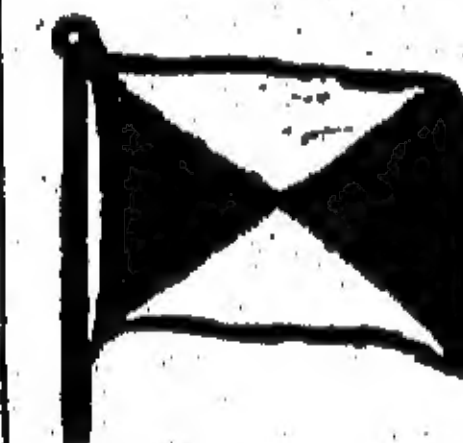
Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER

703



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
RUBI	4003	S. Crosby	Manila, Iloilo & Cebu	On 30th Nov., 4 P.M.
ZAFIRO	4003	E. Rice	Manila, Cebu & Iloilo	On 7th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & Co.

General Managers.

PHILIPPINES S.S. Co.

Hongkong, 29th November, 1910

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. BRASILIA	3rd Dec.
S.S. SCANDIA	15th Dec.
S.S. SLAVONIA	28th Dec.
S.S. SEBASTIA	12th Jan.
S.S. SILEZIA	28th Jan.
S.S. SILEZIA	10th Feb.
S.S. PREUSSEN	27th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 26th November 1910.

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D. SCHOLTE & CO.,
AMSTERDAM.
DUTCH PIECE GOODS: SHIRTINGS
SPANISH STRIPES, DRILLS,
CASHMERES, ETC., AND ALL SUNDRIES.
FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:
HUGG C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

4331

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Empress of Japan*, with the Canadian mail, left Shanghai on Tuesday, the 29th inst.,
at 6 p.m., and may be expected here to-morrow, at 10 p.m.
The *Prins Luitpold*, with the German mail of the 2nd inst., left Singapore on Saturday, the
27th inst., at 7 a.m., and may be expected here to-morrow.
The *Ville de la Ciotat*, with the French mail of the 4th inst., left Singapore on Sunday,
the 27th inst., at 5 p.m., and may be expected here on or about Sunday, the 4th prox.

FOR	PER	DATE
Haiphong ... Nagasaki, Kobe, Yokohama, Victoria and Tacoma	Hongkong Tacoma ...	Wednesday, 30th, 10.00 A.M. Wednesday, 30th, 10.00 A.M.
Europe, &c., India via Tutchin (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Lutone ...	Wednesday, 30th, 10.00 A.M. Registration, with late fee of 10 cents up to 10.45 A.M. Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters ... 11.00 A.M.
Manila ... Shanghai ... Saigon ... Manila, Hilo and Cebu ... Kuching, Koro, Yokohama, Victoria, Tacoma, Vancouver and Seattle ... Takao and Amoy ... Singapore ... Amoy, Hilo and Cebu ... Hilo and Haiphong ... Haiphong ... Fuefue and Shanghai ...	Sui Tai ... Yushen ... Taiwan ... Kuching ... Shibetsu ... Indrapur ... Sungkiang ... Clara Josen ... Amigo ... Cheongching ...	Wednesday, 30th, 1.15 P.M. Wednesday, 30th, 3.00 P.M. Wednesday, 30th, 3.00 P.M. Wednesday, 30th, 3.00 P.M. Wednesday, 30th, 3.00 P.M. Wednesday, 30th, 4.00 P.M. Wednesday, 30th, 4.00 P.M. Wednesday, 30th, 5.00 P.M. Wednesday, 30th, 5.00 P.M. Wednesday, 30th, 5.00 P.M.

Manila ... Saigon ... Samarang and Sourabaya ... Manila ... Singapore, Penang and Colombo ... Singapore, Penang and Calcutta ... Shanghai ... Samarang and Sourabaya ... Swatow and Shanghai ... Swatow, Amoy and Fochow ... Amoy and Shanghai ... Manila, Yip, Friedrich, Wilhelmshafen, Helaul, Herberisholm, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ... Singapore, Penang and Calcutta ... Manila ...	Teucer ... Bourbon ... Quarta ... Sui Tai ... Namsu ... Kamsan ... Chinhu ... Choyang ... Haitan ... Tjilong ... Sui Tai ... Prins Sigismund ... Japan ... Yuenang ...	Thursday, 1st, 9.00 A.M. Thursday, 1st, 10.00 A.M. Thursday, 1st, 11.00 A.M. Thursday, 1st, 1.15 P.M. Thursday, 1st, 2.00 P.M. Thursday, 1st, 2.00 P.M. Thursday, 1st, 3.00 P.M. Thursday, 1st, 3.00 P.M. Thursday, 1st, 3.00 P.M. Friday, 2nd, 5.00 P.M. Friday, 2nd, 11.00 A.M. Friday, 2nd, 1.15 P.M. Friday, 2nd, 5.00 P.M. Saturday, 3rd, 10.00 A.M. Saturday, 3rd, 10.00 A.M.
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NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA,
HONOLULU & SAN FRANCISCO

Shanghai ...
SIBERIAN MAIL TO EUROPE

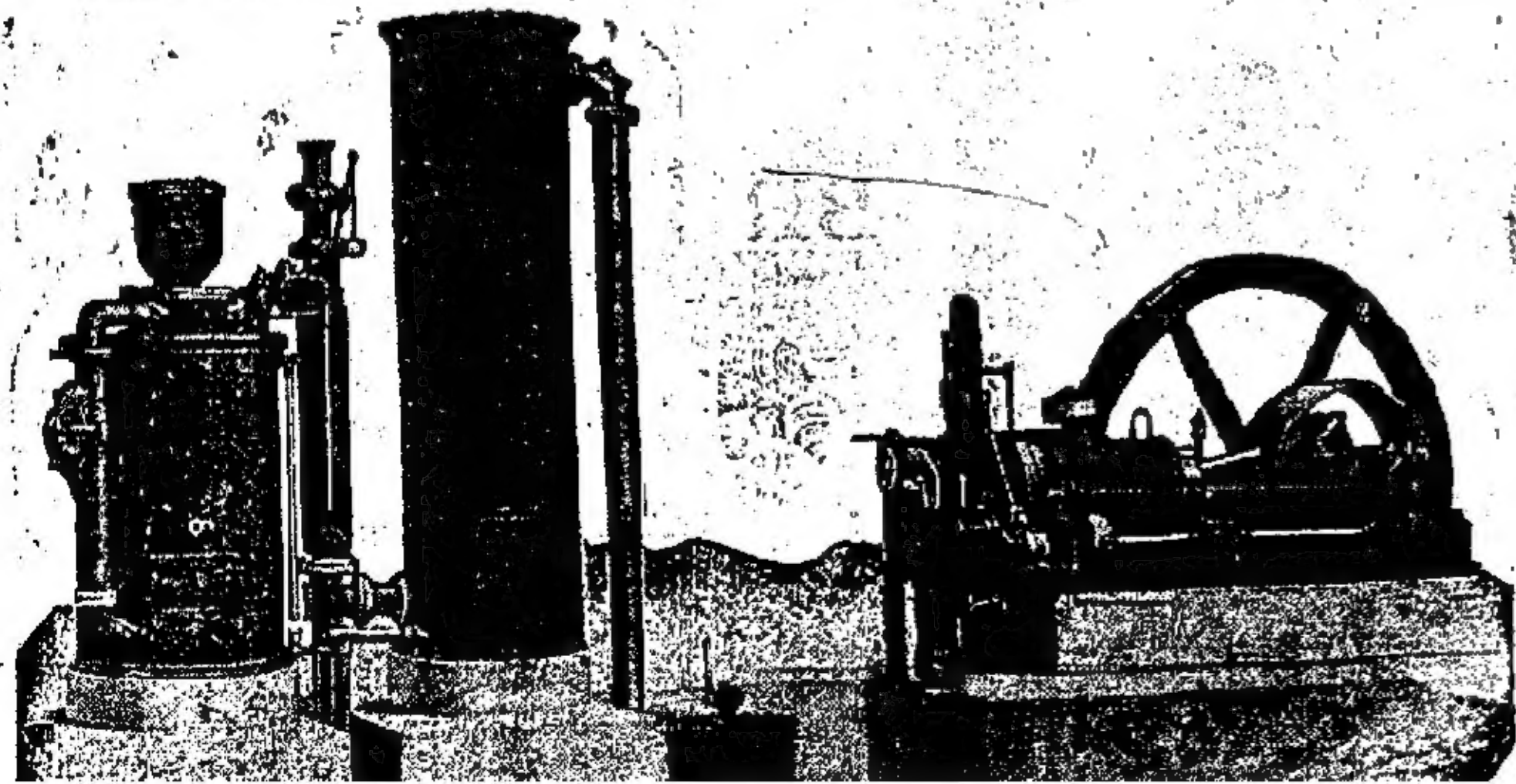
Swatow, Amoy and Fochow ...
Shanghai, Moji, Kobe, Yokkaichi, Yokohama,
Victoria and Seattle

Europe, &c., India via Tutchin
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail)

Manila ...
Singapore, Penang and Colombo ...
Shanghai, Kobe and Moji ...
Manila, Cebu and Hilo ...

Europe, &c., India via Tutchin
(Late Letters 11.00 A.M. to NOON Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed on Fri-
day, 9th inst., at 5 p.m.

WILLIAM C. JACK & CO., LTD.,
SOLE AGENTS FOR DANIEL'S SUCTION GAS PLANT AND ENGINES.



COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

November 29th.

ON LONDON—	Transfer ... 1.101
Bank Bills ... 1.101	
Re- ... 1.101	
Bank Bills at 30 days' sight ... 1.101	
Credits, at 4 months' sight ... 1.101	
Documentary Bills 4 months' sight ... 1.101	
ON PARIS—	Bank Bills, on demand ... 235
Credits, at 4 months' sight ... 239	
ON GERMANY—	On demand ... 190
ON NEW YORK—	Bank Bills, on demand ... 451
Credits, at 60 days' sight ... 461	
ON BOMBAY—	Telegraphic Transfer ... 138
Bank, on demand ... 138	
ON CALCUTTA—	Telegraphic Transfer ... 138
Bank, on demand ... 138	
ON SHANGHAI—	Bank, at sight ... 73
Private, 30 days' sight ... 74	
ON YOKOHAMA—	On demand ... 91
ON MANILA—	On demand—Pesos ... 79
ON SINGAPORE—	On demand ... 111
ON BATAVIA—	On demand ... 111
ON HAIPHONG—	On demand ... 111
ON SAIGON—	On demand ... 111
ON BANGKOK—	On demand ... 83
SOVEREIGNS, Bank's Buying Rate ... \$10.75	
GOLD LEAF, 100 fine, per tola ... \$55.80	
SILVER, per oz. ... 25	

SUBSIDIARY COINS.	per cent
Chinese ... 20 cents pieces ... \$7.92 discount	
Chinese ... 10 ... \$8.42	
Hongkong ... 30 ... \$7.78	
Hongkong ... 10 ... \$8.20	

SHARE LIST.—QUOTATIONS.

HONGKONG, NOVEMBER 28TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$86, 10/-
Bank of China, Eastern Agency, Limited	8,604	\$12/6	\$8	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	\$10
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$10, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 87 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50
Long-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50
Soy Chee Cotton Spinning Co., Limited	4,000	Tls. 500	Tls. 500	Tls. 250
DAIRY FARM COMPANY, Limited	40,000	\$7 1/2	\$6	\$17 1/2, buyers
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$6, sales
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 67 1/2
Shanghai and Hongkong Wharf Co., Ltd.	56,000	Tls. 100	Tls. 100	Tls. 97 1/2
FERROVIA & CO., Limited	18,000	\$25	\$25	\$5, sellers
GREEN ISLAND CEMENT CO., Limited	400,000	\$10	\$10	\$3, sellers
HONGKONG & CHINA GAS CO., Limited	7,000	\$10	all	\$20, sales
HONGKONG ELECTRIC CO., Limited	60,000	\$10	\$10	\$20, sales
HONGKONG HOTEL COMPANY, Limited	12,000	\$50	\$50	\$97
HONGKONG ICE COMPANY, Limited	8,000	\$25	all	\$15, sellers
HONGKONG ROPE MANUFACTURING CO., Limited	60,000	\$10	all	\$15, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, buyers
China Indemnity Insurance Co., Limited	24,000	\$33.33	\$25	\$73
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$150, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110
Union Insurance Society, Limited	12,400	\$250	\$100	\$330
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$100	\$100
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$34	\$3, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 105
West Point Building Co., Limited	12,500	\$50	\$50	\$39
MINE.				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$3, sellers
Peak Tramways Co., Limited	25,000	\$10	\$1	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$8
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$125, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
ROBINSON FINE CO., Limited	4,000	\$50	\$50	\$50
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Donghai Steamship Co., Limited	20,000	\$50	\$15	\$121, sellers
Hongkong, Canton & Mouze S.S. Co., Ltd.	80,000	\$15	\$15	\$134, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$3.75
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$23, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$5
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$23, sales
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Anstos Oriental Agency, Limited	9,900 only	\$10	\$10	\$113, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300
RUBBERS.				
Allagars	750,000	all	all	5/-
Anglo-Malays	1,500,000	2/-	all	25/-
Balgovind	151,200	\$1	all	\$11 (Sta.)
Batu Tigar	70,000	\$1	all	90/-
Bukit Kajang	80,000	\$1	all	63/6
Castelfields, fully paid	30,000	\$1	all	117/6
Cheviot	70,000	\$1	all	10/-
Eastern and International	250,000	\$1	all	13/9 prem.
Highlands and Lowlands	307,143	\$1	all	106/3
Kamunings	1,825,000	2/-	all	5/6 prem.
Kuala Lumpur	180,000	\$1	all	16/6
Labus	100,000	2/-	all	75/-
Ledbury's	100,000	\$1	all	46/3
Linggis	900,000	2/-	all	13/-
London Asiatics	1,266,000	2/-	all	5/6
London Ventures	1,266,000	2/-	all	5/6

ALWAYS IN DEMAND.

A SUCCESS BASED ON EXCELLENCE.

"THREE CASTLES"

CIGARETTES.

MILD (Green label).
MEDIUM (Yellow label).
MAGNUMS (large size).

In 20's Packets or 50's Air Tight Tins.

These Popular Cigarettes are Manufactured in BRISTOL from the finest grades of Virginia
Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years
which have elapsed since their business was established. They have a value which convinces the
smoker, because they are the result of expert choosing and handling from Tobacco field to
the packet or tin.

Sold Everywhere.

THE
REMINGTON TYPEWRITER

(WHICH WAS THE ORIGINAL TYPEWRITING MACHINE)

has always been, and it is to-day the

"RECOGNIZED LEADER
AMONG TYPEWRITERS."

The annual sales of the
Remington Typewriter greatly
exceed those of any other
writing machine.

The number of Remingtons
in use throughout the World
to-day is greater than that of
any writing machine, or of
many others combined.

BECAUSE

IT IS UNPARALLELED IN QUALITY.

The very name "Remington" stands for strength and reliability in a
Typewriter.

At the Brussels International Exposition the Remington Typewriter
Co., in accordance with their well-known practice for several years past,
did not enter into any competition for Prizes or Awards for their
machines.

Having been awarded innumerable distinctions at all important
exhibitions for many years, the Company decided some years ago that
this kind of advertisement was no longer of any advantage to them, and
therefore discontinued to enter into competition at exhibitions.

CAUTION.

Beware of skilfully renovated old Remingtons, sometimes put up in
original packing, which are on the market just now and sold under
various descriptions, such as "Re-constructed," etc.

They are offered at very low prices, and though APPARENTLY new
are in reality quite worn out and valueless.

For Prospectus, Prices, etc., apply to:—

REMINGTON TYPEWRITER Co. (Incorporated).

SIEMSEN & CO.,

(Machinery Department),

HONGKONG AND CHINA,

General Agents for South China and Formosa.

N.B.—A skilful operator will be sent to your Office to explain the mechanism of the latest
models if desired.

[1242]

TO-DAY

9 p.m.—St. Andrew's Hall.

FORTHCOMING EVENTS.

Saturday, 3rd Dec.—Boxing at City Hall, 9 p.m.
Monday, 5th Dec.—Auction of Crown Land at
Public Works Dept. 3 p.m.
Tuesday, 6th Dec.—Opening of Part of the
Chinese Section Canton-Kowloon Railway.
Tuesday, 20th Dec.—"At Home" at Govern-
ment House, 9.30 p.m.

NEW CARTRIDGES.

By popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 558G. at \$6, 7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

Quotations ...
November 29th
Males New ... \$2,280/2,310 per picul.